

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
DISPENSING CHEMISTS.

WINE AND SPIRIT DEPARTMENT.

WHISKY, SCOTCH, F. O. S. DAKIN.
A blend of the finest Whiskies produced in
Scotland, fully matured in wood before bottling.
White Capsule \$10 per dozen, \$1 per bottle.

BENAVON—A perfectly pure clean spirit
with a distinct peat taste; entirely free from fusel
oil or other deleterious substance.
Square bottle, Gold Capsule, \$7 per dozen,
65 cents per bottle.

DAKIN BROS. OF CHINA, LIMITED.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 20th October, 1890.



WINES AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & CO., LD.
(ESTABLISHED A.D. 1842.)
HONGKONG.

WE invite attention to the following old
branded Brandy, all of which are of ex-
cellent quality and good value for the money.
The same being specially selected by our
London House, and bought direct from the most
noted Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the
best Brandy at moderate prices.

IN ordering it is only necessary to state
the name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.
Orders through Local Post or by Telegram
receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case	Per Bottle
A Alto Douro, good quality, Green Capsule.....	\$10	\$1.00
B Vintage Superior quality, Red Capsule.....	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50
SHERRIES.		
A Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule.....	10	1.00
CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....	10	1.00
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled).....	14	1.50
	Per Case	Per Bottle
	Quarts	Pints
CLARETS.		
A Superior Breakfast Claret, Red Capsule.....	\$4	\$4.50
B St. Estephe, Red Capsule.....	4.50	5.00
C St. Julien.....	7	7.50
D La Rose.....	7	7.50
	Per Case	Per Bottle
BRANDY.		
A Hennessy's Old Pale, Red Capsule.....	\$12	\$1.10
B Superior Very Old Cognac, Red Capsule.....	14	1.25
C Very Old Liqueur Cognac, Red Capsule.....	18	1.50
D Hennessy's Fine Very Old Liqueur Cognac, 1872 Vin- tage, Red Capsule.....	24	2.00
SCOTCH WHISKY.		
A Thorne's Blend, White Cap- sule.....	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark.....	8	0.75
C Watson's Aboon Glenorchy Blend, Blue Capsule with Name and Trade Mark.....	8	0.75
D Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10
IRISH WHISKY.		
A John Jameson's Old, Green Capsule.....	8	0.75
B John Jameson's Fine Old, Green Capsule.....	10	1.00
C John Jameson's Very Fine Old, Green Capsule.....	12	1.10
D GENUINE BOURBON WHISKY, fine old, Red Capsule, with Name. 10	1.00	
GIN.		
A Fine Old Tom, White Capsule.....	4.50	0.40
B Fine Unsweetened, White Capsule.....	4.50	0.40
C Fine A. V. H. Geneva.....	5.25	0.50
RUM.		
A Fine Old Jamaica, Violet Capsule.....	12	1.00
B Good Leonard Island.....	12	1.00
LIQUEURS.		
Benedictine.....	Maraschino	
Chartreuse.....	Herring's Cherry Cordial	
Dr. Slegel's Angostura	Bitters, &c.	

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG

TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL Subscriptions must

be paid in advance.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 22, 1890.

TELEGRAMS.

ITALY.

LONDON, October 21st.
Signor Crispien, speaking at Florence, said that
the Government were firmly resolved to maintain
alliances, and he appealed to the country for
support in combating Irredentism.

THE IRISH M. P.'s.

October 21st.
Messrs. William O'Brien and Dillon, who
were arrested some time ago for inciting tenants
to withhold payment of their rents, have escaped
and secretly gone to America; their bail of
£1,000 each has been exonerated.

October 13th.

Diligent but unsuccessful search has been
made on board all the outward bound steamers
at Queenstown owing to the belief that Messrs.
O'Brien and Dillon have not yet started for
America.

NATAL.

The partisans of self government have
triumphed at the recent elections in Natal.

GREAT BRITAIN AND ITALY.

There has been parleying between England
and Italy relative to the claim of the latter to
occupy Cassala.

THE COUNTESS OF ROSEBERY.

Lady Rosebery is suffering from typhoid
fever.

AFRICAN BOUNDARIES.

October 20th.
Lord Dufferin will shortly resume negotiations
with regard to the African national boundaries.
[What are the African national boundaries?—
Ed., H.K.T.]

SEVERE GALE AT SCARBOROUGH.

A furious gale has occurred at Scarborough.
[We regret to have to inform our readers that
Queen Anne is dead. So mote it be.—Ed.,
H.K.T.]

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Verona* left
Nagasaki for this port at 4.30 p.m. yesterday.

CASTELLAR, the eminent Spanish statesman,
is writing a life of Christ, and is also busy on a
history of Spain.

A MEETING to settle preliminaries with regard
to the forthcoming Regatta was held at the
Victoria Recreation Club at 6 p.m. this evening.

QUATREPAIS reckons up at least one hundred
and seventy-two races of men, all, however,
reducible to three fundamental, the black,
yellow, and white stems.

TO assist in the navigation of the north-west
Channel at Moreton Bay, Queensland, a black
buoy has been placed at the northern extremity
of the north-west banks.

THE Hall of Novelty and Mystery is now open
at No. 9 Lyndhurst Terrace. Performances
take place every half hour, and the cost of
admission is only twenty-five cents.

A REGULAR meeting of Victoria Lodge, No.
1026, will be held in Freemasons' Hall, Zetland
Street, this evening, at 8.30 for 9 o'clock precisely.
Visiting brethren are cordially invited.

MESSRS. Adamson, Bell & Co., agents for the
Canadian-Pacific Line, inform us that the steam-
ship *Sumner* arrived at Yokohama to-day, and
will probably sail on the 24th inst. for this port.

THE P. & O. steamship *Vesta* (Capt. Cray)
which arrived here this morning from Singapore
"spoke" a ship signalling J. R. Z. K. on the 19th
inst. off Maclefield Bank, standing to the north-
east.

MR. MACDONALD CAMERON, M.P., was robbed
of £5 Bank of England notes at the Raffles
Hotel, Singapore, on the night of the 9th inst.
They were stolen from his trousers pocket during
the night.

A THOUGHTLESS heathen who was in charge
of a cargo boat loaded with kerosene oil yesterday
was fined \$10 at the Police Court this morning for
failing to display a red flag while having dan-
gerous goods on board his craft.

THE withdrawal of so many troops from Tonquin
has encouraged the bands of brigands to renew
their activity. Several serious encounters are
reported around Halphong and Hanoi. One
body stormed the goal at Sonay, killing the
warder and releasing 150 prisoners.

WE regret to learn that the heavy gale of
Sunday the 12th inst. caused great disaster to
the fishermen of the Szeow district. According
to reports received from Chinese sources no
fewer than four hundred fishing boats and about
three thousand lives were lost.

"THE Horse and Trumpeters," a public house
in Crutched Friars, London, which has been
permitted to sell ardent spirits for about three
hundred and fifty years past, has had the renewal
of its license refused, on account of there being
no longer a demand for a public house in the
neighbourhood.

A CHICAGO man who had been appointed
receiver went to a lawyer and asked, "Out of
\$20,000 passing through his hands how much
ought a receiver to profit?" "Well, about
\$10,000," was the reply. "Only \$10,000!" he
exclaimed. "Who is to get the other \$10,000,
I'd like to know?"

A LEGAL practitioner who has had many years'
experience of the working of the amalgamated
legal professions in New Zealand, says that
Maori law-cases don't use up half as much
money or time as in the case in New South
Wales, where the barristers' trades union is an
exclusive power in the land.

THE Band of the A. & S. Highlanders will play
the following programme at the Polo match,
Causeway Bay, to-morrow, commencing at
4.45 p.m.:—

March....."Opus"
Dance....."Belona's Halls"
Dance....."The Rose"
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THE Superintendent of the P. & O. S. N. Co.
informs us that the Company's steamer *Shamshir*
left London on the 19th inst. for this port.

It is said that only one white man has ever
crossed the island of Newfoundland from east to
west, a distance of three or four hundred miles,
and this journey was accomplished more than
sixty years ago.

It isn't everybody who knows how the term
"cravat" originated. Here is the story. The
Cravates or Croates soldiers (1661) wore a band
of stuff around their throats to support an amulet
they wore as a charm to protect them from sub-
cilia. Thus, what began in superstition in the
seventeenth century ended in fashion, which
still obtains among the gentlemen, and latterly
among the ladies, of wearing a cravat, or rather
a scarf or necktie.

It will be a cold day when Captain "Tommy"
Gardner, of the steamship *Japan*, gets left. On
the steamer's arrival at Singapore the other day
four or five of the deck passengers were found to
be without tickets and had no means to pay their
fare. Captain Gardner could not see his way to
delay the steamer by prosecuting the stow-
aways, so he landed them ashore after painting
one side of their faces white, and the other
side black, with a blue stripe down the centre.

OUR nautical readers will be interested to know
that a lighthouse has been erected at Yesanaki,
in the (Eastern entrance to Tagara Straits) in the
province of Oshima (Hokkaido), Japan. The
light, which is a second order catoptric revolving
light, showing alternately a red and white flash
every 15 seconds, will be exhibited for the first
time on the 1st proximo. The elevation of the
light above the sea is 144 feet and in clear
weather, it will be visible from a distance of 17
nautical miles.

A POLO MATCH, Civilians v. The Club, will be
played at Causeway Bay to-morrow afternoon,
commencing at 4.30 p.m. The following are
the teams:—

CIVILIANS. THE CLUB.
Hon. T. H. Whitehead. Lieut. R. de C. Boyd.
Mr. J. Armstrong. Capt. Club.
Mr. W. P. Maclean. Capt. Robinson.
Mr. W. A. Cruickshank. Lieut. Kirk.

The Band of the Argyll and Sutherland
Highlanders will be in attendance, and there
will be a practice game in the intervals of the
match.

THE head Tsi-Fa lottery man in Aberdeen
Street came trembling before Mr. Wise at the
Magistrate's to-day. He admitted his connec-
tion with the lottery, and was promptly sent to
retirement for a month. At noon as this case
was concluded Detective Haddon appeared and
succeeded in fixing a Lower Lascar Row (Tsi-Fa
and Pak-hop) lottery agent, whom he arrested
in the street a few days ago in possession of £40
and a number of tickets. The defendant said
he would willingly pay any amount up to the
sum of \$200 as bail if his Worship would
remand the case, say for a week or so, to give
him a chance to prepare his defence. The
Magistrate was too "Wise" to be caught in
that way, and gaol'd him for two months.

MISS GRACE FLAISTER's company repeated
"My Sweetheart" at the Theatre Royal City
Hall, to-night, to a fairly large audience. The
performance proved in every way a success, and
was received with frequent and hearty applause.
To-morrow night Bellini's grand opera "La
Scodambula" will be produced, on which
occasion the company will be supported by Mr.
C. H. Grace and a powerful chorus of local
amateurs. *Amina* is one of Miss Flaister's
best impersonations, affording ample scope for
the exceptional vocal and histrionic powers for
which this clever artist is so justly famed, and
the Hongkong public will also have an oppor-
tunity of seeing Mr. Chas. Harding, to some
extent at least, in his true element. There will
doubtless be a crowded house to witness what
is certain to be one of the events of the season.

ONE of the most sensible things ever said about
marriage will be found in "Lord Melbourne's
Papers" recently published. His lordship's
perception was acute in all things, but on this
subject it was particularly sharpened by his own
experience. "Before marriage the shape, the
figure, the complexion, carry all before them;
after marriage, the mind and character unex-
pectedly claim their share, and that the largest
of importance." If it were possible to reverse
this arrangement, say a Sydney contemporary,
the divorce courts might be shut up; but how is
it to be done? It will never be done until we
adopt Dr. Johnson's idea when he said that if
any young people who wished to marry were to
go before a judge and stand a cross-examination
as to their suitability to each other, he would be
a much better judge of the subject than they
could be.

MESSRS. KELLY & WALSH, LD., the local agents
of the Society for the Propagation of Japanese
Knowledge, have added some "Views of Japan"
by "Yokoyama Shingo" to their store of literature,
and want us to review the book. "Grenon" is
the author's *nom de plume*, and the adventures
of a born idiot form his subject, being dealt with
in a language of autobiography and fiction. It
is fairly well-written, moderately interesting,
and would be really useful to any other born
fools who contemplate a visit to Japan. We
observe that all rights of republication are
reserved. The author needn't worry himself.
Nobody is likely to take the trouble of
republicating such mediocre stuff as this
dry-as-dust, commonplace, and generally good
book. "Grenon" made a great mistake when
he went in for literature. The best thing in the
entire publication is the not altogether original
names assumed by the irrepressible globe-
trotter. The writer of this *prophure* is certainly
both "verdant" and "simple."

THERE was a big "jam-ore" at Macao last
Thursday, the occasion being the assumption of
office by Capt. de Borja, the new Governor, and
the celebration of the forty-third birthday of the
Queen Dowager of Portugal, Maria Pia. Captain
Borja, who has been in command of the garrison
of Macao, brought that garrison over to Hongkong
for the purpose of making a formal entry into
Macao in his new capacity on the 10th inst.
There were, of course, the customary
salutes fired, and all the other ceremonial
befitting such an important dual event—in fact,
there was a sound of revelry in the historic
palace of the Capels, now in the possession of
the Portuguese Government, until quite an early
hour on Friday morning. And, to give some
idea of the grandeur of the affair, let us say
that Captain Borja has already had some admini-
strative experience, having been Governor of San
Thome, and he bears the reputation of being an
energetic and able man. It cannot be denied
that he has a difficult task before him in dis-
gorging Macao from the clog of dependents in
which she has been helplessly struggling for
many years past, but if his Excellency is allowed
a free hand by the Lisbon Government, and
goes in for a thorough reform of the existing
state of affairs, there is no reason why his efforts
should not be crowned with success. Captain
Borja speaks English and French fluently, and
bids fair to become popular with all classes in
Macao.

THE *Strait Times* of the 10th inst. states that
"the local bandman, Ahna Versah by name,
died on Wednesday last after thirty years of
service. He was a professed Mahomedan, and
is said to have given away in charity the fees he
earned at executions. His calling bore such an
ill repute among his co-religionists; that few of
them attended the funeral."

ONE of the deepest coal mines in the world is
at St. Andre du Poirier, France, which yearly
produces 300,000 tons. The mine is worked
with two shafts, one 252 feet deep and the other
308 ft. The latter shaft is being deepened, and
will soon reach the 4,000-foot level. The
remarkable feature in this deep mine is the com-
paratively low temperature experienced, which
seldom rises to 75 per cent. Fahrenheit.

SOME 60 tons of copper varians were missed from
the premises of Messrs. Carmichael and Co.
Pottinger Street, lately, and Mr. Kew, a partner
of the firm, noticing the varians was vanishing in
a most unaccountable manner, kept a sharp watch.
This morning, at an early hour, he succeeded in
catching the thief leaving the godown with two
tin tins under his arms. He ran him up to the
Central Station, where Detective Inspector
Quincey and Sergeant Haddon interviewed him,
with the result, so common with creatures of his
class, that he went back on the receipt of the
goods to the varians store in Tung Wah Lane.
The thief was sentenced to two months with
hard labor by Mr. Wise at the Police Court
this morning, and the case of the receiver of
stolen property stands remanded till Friday.

THE Bangkok *Times* in editorially dealing with
the question of labour for the construction of
railways, etc., etc., in Siam, observes:—"To our
mind the most assured way will be to import
foreign labor, but there is expense attending this
process which does not at once recommend it on
the ground of economy. There are two sources
from which a supply may be drawn, namely,
China and India. The China product is the
most accessible; and with the lines of
steamers now running between Hongkong and
Bangkok, there can be little difficulty
in landing a thousand coolies here from the
above-named port in a few days. But are they
procurable? The answer is: "Yes, they are."
The Chinese regularly established firms in
China who devote themselves systematically to
procuring labor for the plantations in Sumatra
and the Straits Settlements, and although the
very large business that is done in this way
enables the agencies to maintain expensive
establishments for the purpose of procuring the
labor, still the supply does not satisfy the
requirements of the plantations. The same
difficulty prevails at this very moment at Pahang,
and even at Perak, Larut, and Selangor, all of
which are old and well-known labor absorbing
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NEW YORK, October 2nd.
A Committee which has been formed here, and which includes the names of ex-President Hayes and ex-President Cleveland, has issued an eloquent appeal for funds towards the relief of the famine in Ireland.

LONDON, October 2nd.
The death of Jean Baptiste Alphonse Karr, the celebrated French author, is announced. Lord Wolseley met with a grand ovation yesterday in Dublin, where he arrived to take over the command of the forces from Prince Edward of Saxe Weimar.

The troopship *Malabar*, which sailed yesterday morning, has had to return to Portsmouth through stress of weather.

October 3rd.
The *Times*, in commenting on the American appeal for the relief of Ireland, describes it as impudent and mendacious, as no famine exists in Ireland. The article adds that it is merely bidding for the Irish vote.

The remarks made by Signor Crispi in the telegram dated Naples 19th September were issued incorrectly, and should read—Signor Crispi denied that the Triple Alliance had been lately renewed, and said that it operates until 1892.

The *Times* states that the experts at the great industrial centres believe that the new American tariff will not permanently damage British trade, which after a period of transition will find new outlets.

An article in a Service magazine, from the pen of Lord Wolseley, urges the necessity of an international convention, declaring the importation of guns and powder into Africa to be an act of piracy. Rudyard Kipling is ill from overwork, and has gone on a voyage to recruit his health.

SIR HENRY DRUMMOND WILKIE is seriously ill at Teheran, and will proceed to England immediately without visiting India.

NEW YORK, October 4th.
Large iron and tin works are being organized in the United States with the object of reaping the benefit of the new Tariff Act.

LONDON, October 5th.
In consequence of the wages dispute, the Scotch iron foundries are damping their furnaces, only nine of which are in blast, against eighty-four at the same time last year.

The wife of General Booth, head of the Salvation Army, is dead.

The project for producing Mahomed in the drama by Messrs. Hall and Caine on the English stage, is likely to be abandoned out of respect to the feelings of her Majesty's Mussulman subjects.

A monster demonstration took place at St. John's, New Brunswick, yesterday, when Sir John S. David Thompson, Dominion Minister of Justice, made a speech in the course of which he said that the United States wished to coerce Canada into lowering the Union Jack, but her loyalty to the mother country was unwavering. Sir John Alexander MacDonald, Premier, predicted that Canada would ultimately secure most of the trade with Asia and Great Britain.

October 6th.
The majority of the furnacemen in Scotland have been paid off, and a number of them have started for the north of England. The production of pig iron is twenty thousand tons less weekly. The *Times* states that the Sultan of Zanzibar accepts four million marks for the cession of the coast line to Germany.

Mr. Isaac Boyle, M. P. for Heywood division of South East Lancashire, in reviewing the cotton trade, said that things were looking brighter and that no more corners were probable. He believed the American cotton crop this year would exceed that of any previous years.

A Parliament Conference was opened in Dublin yesterday, when it was resolved to do its utmost to assist evicted tenants who are struggling for justice and to appeal to the British public in their behalf. It was also resolved to neglect nothing which might assist in overthrowing coercion. Seven Irish Members of Parliament, including Dillon and O'Brien, were appointed to advocate the cause in America. Mr. Parnell was not present, and wrote to the Chairman regretting his inability to attend.

LISBON, October 6th.
Senator Martins has failed to form a new Cabinet, and General Dabres has been summoned by the King.

A SCENE IN COURT AT BANGKOK.

AN ENGLISH BARRISTER EJECTED.

When the case of *Regina vs. La Catu* was about to be heard at H. B. M.'s Consular Court on Tuesday last (Oct. 21st), the following scene took place in Court:

Mr. Mitchell, sitting on a chair that had been placed for him near the Judge, rose and said: "I appear, Sir, for the prosecution in this case."

The Judge:—"Who are you? What right have you to address the Court?"

Mr. Mitchell:—"I am Mr. Mitchell, of the Middle Temple, barrister-at-law."

The Judge:—"Then you have no right here—"

Mr. Mitchell:—"I beg your pardon: I have a full right in three different capacities."

The Judge:—"You cannot be heard here; you must leave the Court."

Mr. Mitchell:—"I wish you to hear first what I have to say in answer to your question. And as I have a perfect right to appear here, I shall certainly not leave the Court unless turned out by force."

The accusation was then read over to Mr. La Catu, who pleaded "not guilty."

Mr. Mitchell:—"I have been asked by what right I appear here. In the first place I am instructed to do so by the Siamese Government, which, being on friendly terms with that of Great Britain, can, I apprehend, send any one it pleases to represent it in this way. If it sends a qualified and experienced barrister, you should be only the better pleased than if it sent any one else. But if you refuse to hear me, then you are guilty of a gross outrage upon the comity of nations. That is not so much a matter to discuss here; but I warn you that such a proceeding would be a deliberate insult to a friendly nation."

The Judge:—"Oh yes; never mind all that. Now you must be removed from the Court."

Mr. Mitchell:—"What! Am I not to be allowed to answer my own question?"

The Judge:—"You may go on."

Mr. Mitchell:—"In the second place I appear as the holder of a properly written authority signed by the prosecutor, and empowering me to act for him. Such authorities were recognized as valid by the old rules of this Court, and there is no other practice substituted by any new rules. There is nothing therefore to prevent a party from appointing his representative, as has been done constantly before, and there is no sound policy on my part, as I have never been found guilty of any offence of any kind."

The Judge:—"There is an Order suspending you from practising here; and it has never been superseded."

Mr. Mitchell:—"There was no power in this Court to make any such order; and far less to make it without proving any sort of grounds for it. The order was made by—well, I need not say what sort of a person—it was made without offering a single atom of evidence in support of it, or even offering me the slightest chance of disproving charges made in it. These charges were absolutely and entirely false, and I am now at your service to prove that a single one of them has ever been proved or even publicly

alleged against me. Why, if you or any one else had anything to say to my charge, why don't you bring it forward like men? Instead of that, you make an order behind my back, and try to put this stigma upon me that I have done something wrong, though you know well enough that you can't prove any one single charge."

The Judge:—"You were suspended for misconduct, and you cannot now be re-admitted."

Mr. Mitchell:—"What misconduct? Where is the proof of it? What is the name of it? Do you sit here and talk of misconduct when you cannot even give it a name, and when not one atom of proof has ever been produced in support of it? What have you lived so many years and worn the Queen's uniform, and don't know better than that? You don't know that man is innocent until he has been proved to be guilty? The third ground which I have for appearing here is that I have been at the trouble and expense to get from the Middle Temple my authority to practice as a barrister. That authority gives me a right to practice in all English Courts of Law, and especially here, where the rules are altogether lax and vague. And that authority can only be revoked by the Institution which gave it. If, therefore, you had any fault to find with me, you should apply to that Institution, the Middle Temple, and then could be disbanded. But you can't do that which even the judges of the High Court are unable to do. You can complain in the proper way; or you could, under certain circumstances, commit me for contempt of Court. You cannot, by mere force, interrupt and injure me in the lawful exercise of my profession. If you do so, then you are exceeding your authority as Judge. You are no longer acting judicially but extra-judicially, and doing what as a Judge you have no right to do. It is my duty to give you full notice of this, and if you offer me any violence, you do so after full notice and warning. Now then; order your man to remove me by force, if you wish to turn me out."

An Officer of the Court then, by command of the Judge, gave Mr. Mitchell a push in the direction of the door—

Mr. Mitchell (turning round at the door-way):—"I warn you that this is an illegal assault. I protest against it. And I give you notice that I shall claim my remedy at law."—*Bangkok Times.*

THE RISKS OF CHINESE TRAVEL.

II.

The perils which accompany travel on the backs of animals are matched by those which are contingent upon the use of wheeled vehicles. These are mainly found in the five or six northern provinces. In central China the innumerable canals furnish water-ways adequate to all the needs of a dense population, and render cart-roads wholly impracticable. On the great plain of northern China, the country is nearly as flat as central China, but as there are practically no canals, the cart-roads furnish the principal means of communication. In the north-western provinces the more or less narrow valleys are the only paths, and are traversed both by carts and mule-litters. In southern China, where animals are little used, long journeys are made in sedan-chairs, borne on the shoulders of men. Risks connected with such travel there undoubtedly are, but they are mainly of a minor type, and need not be dwelt upon. Mule-litters, being borne upon the backs of animals of uncertain temperament, are conveyances of an order distinct from those already described. Litters are used mainly in mountainous regions, where there is often an almost total absence of roads, the routes of travel being sometimes mere ledges along the edge of the mountain, with a steep mountain wall upon one side and an abrupt precipice upon the other. In eastern Shantung and in Shensi, these litters are of a type quite different from those to be met with in the route from Peking to Kalgan. A mule litter, when packed, is a heavy load for four men to lift. The front mule is charged with the responsibility of selecting the path to be taken. The rear mule is charged with the duty of following on where the head mule and the litter lead him. In a most literal sense he walks by faith, and not by sight. If the front mule makes a mistake and falls, it is very difficult for the rear mule to keep his feet. If the rear mule makes a mistake and falls, it is difficult for the front mule to keep his feet. In either case the weight of the litter is an important factor, and the occupant will do well to prepare for a catastrophe. If the mules take fright and run, the litter, being loosely set upon a heavy frame which is a part of the saddle-pad of the mules, rocks from side to side, and eventually comes violently to the ground. In a case of this sort, a friend of the writer who was hurried to see the litter which contained them dashed down, and the child pitched out of the side window. The father rushed up to find that the child had been thrown into a bush, and was unhurt. The little boy, conscious that something had gone wrong and judging from previous experiences that in some way he had probably subjected himself to just criticism, made haste to apologise with the remark: "Freddy must be careful!" We have seen mule litters thrown down on a level road when there appeared to be no cause whatever for the accident, and on the imperfect and often dangerous paths which lead to wondrous altitudes of travellers are sometimes put in extreme peril and occasionally experience serious mishaps.

The wheelbarrow is a vehicle which is much used in some parts of China where carts are unknown, and in other districts where a mode of transportation cheaper than a cart is desired. Under normal Chinese conditions, the dangers attending the use of the barrow may be considered as non-existent. With the Chinese cart it is far otherwise. The risks connected with its use are unequally shared between the bystanders, the passenger and the driver. A Chinese cart is a covered cage, without springs, on two wheels. In cities and for short distances a single animal is considered a sufficient motive power, but for a journey of any length the shaft mule (or horse) is reinforced by another which is intended to take its place to one side of the animal in the shafts and considerably in advance. The harness of this front mule is of the most elementary description, frequently consisting of a pair of ropes the other ends of which are attached to the right extremity of the cart axle. Why the front animal is not driven directly in front of the one in the shafts, so as to make a "tandem" team, it is difficult to conjecture, and impossible to ascertain by inquiry. The only reply would be, "We do not drive them in that way." The consequence is that the front animal enjoys a licence often literally unbridled. To pull is a labour of love, and a Mongolian pony, as already remarked, does not love. If he is angry, he will travel for long periods of time with the ropes a little slack, so as to do no pulling whatever. If the driver touches him with the whip, the pony darts forward with impulsive fury, gives the cart a sudden jerk, and then relapses into the slack-rope exercise. If he is especially ambitious, he will occasionally make a break directly up a steep bank, or perhaps, when the driver is not watching, stand stock still, allowing the wheel to pass over the topes, and then coolly turn about and pull backward, so that the driver is obliged to be around behind the cart to see what has become of him. The vagaries of the front animal are rather a source of annoyance

to the driver than of danger to persons in the vicinity, but this is by no means certain to be the case in cities and towns. He often has a habit of making a sudden rush for any wide doorway which resembles that of an inn, and in turning corners he not infrequently hesitates a moment and then plunges impetuously forward to the imminent danger of the lives of those in the often crowded streets. He sometimes playfully mounts the narrow porches in front of the shops as if to pursue his journey there. These porches are supported by posts slight in structure and merely resting upon their supports (not let into them by a mortise) so that a very moderate traction would apparently suffice to pull down a whole row of them, and demolish the entire front of a building. With a particularly antic horse in the lead, one frequently travels through Chinese towns with his heart in his mouth, lest some disaster of this sort should take place. The phlegmatic carter, however, wastes no sentiment. When he observes that his leading horse is about to do some serious mischief of this kind, he merely remarks authoritatively *Hai-lai, An-lai* (come back, come back), and the animal always comes back, but why he does not keep on that he may have the pleasure of seeing the building tumble we cannot explain. The risks to pedestrians from Chinese carts, even in the few cities having wide streets, such as Peking, Moukden, and some in Shensi, is not inconsiderable. But in the ordinary Chinese city of narrow streets, the danger is indefinitely greater. It is the universal Chinese theory that the public streets belong primarily to the persons living adjacent to them, secondarily to those who have for any purpose taken possession of them, and only incidentally to the general public who wish to traverse them. Upon this simple theory every Chinese puts out in the street whatever it is inconvenient to store in the shop or in the narrow courtyard. Vendors of all varieties of articles, many of them of the most fragile description, heap up their wares by the side of the street, and whoever impinges upon them does so at his peril. This is especially the case in towns and cities during the time of the holding of markets, the rights of which for the time being take precedence of every other human interest. In traversing a great provincial capital during the early hours when the market for vegetables is at its height, the writer has had his carter seized by a stalwart villager, one of whose crates blocking up the highway had been run into, for which he demanded reparation. It was nothing to the market-man whether the cart could or could not get by; his business was to sell his vegetables. It is related of Sydney Smith that he complained to one of his parishioners that the streets of York were so narrow that it was hardly possible for wiggins to pass one another. The parishioner indignantly denied the charge, and affirmed that there were wiggins enough to get, and *two inches to spare!* Most Chinese cities are either of this type or more probably have avenues so narrow that for carts to pass one another is obviously impossible, and should they happen to meet in such alleys, it is necessary for one of them to be forced backward to the nearest crossing—which is a work of difficulty and involving much time. In many country towns, to say that a market is in progress is equivalent to saying that the streets are utterly impassable to wheeled vehicles, and travellers must find some other and circuitous route. The responsibility of the carter for any damage which his cart or his animals may cause is a most serious matter. As in other Chinese affairs the law of repossibility takes no account of the possibilities of the case, but simply of the results. The carter who runs over a man renders himself liable to a banishment of two years and a half, although the accident may have been due to no fault of the carter. Dr. Williamson in his "Journées in North-China" mentions a case in which one of the animals in his cart took a bite of grass from the basket of a passing child, thus drawing the basket away from the child's grasp. As the boy turned to retrieve his grass he fell under the shaft, and but for the promptness of the driver in stopping the animal, the consequences would have been most dramatic. Just what these consequences would be, to a foreigner, it is impossible to forecast in detail, but of two things one may rest assured: they would include the expenditure of a great deal of time and of a great deal of money. The possibility of such results must be included in the risks of Chinese travel.—*N. C. Daily News.*

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Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, via
YOKOHAMA, on SATURDAY, the 25th inst.,
at 1 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States via Overland Railways, to
Havana, Trinidad, and South America, by the
Company's, and connecting Steamers.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$215.00
To San Francisco and return.....393.75
available for 6 months.....
To Liverpool.....325.00
To London.....325.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked, to ad-
dress in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 16th October, 1890.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 26th day of October,
1890, at 10 A.M., the Company's Steamship
"NECKAR," Captain F. Speck, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at GENOA.
Shipping Orders will be granted till Noon,
Cargo will be received on Board until 4 p.m.
Specie and Parcels until 3 p.m., on 23rd
September, (Parcels are not to be sent on Board;
they must be left at the Agency's Office).
Contents and Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewards.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 29th September, 1890.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"CAELIC"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 1st November,
at 1 P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$215.00
To San Francisco and return.....393.75
available for 6 months.....
To Liverpool.....325.00
To London.....325.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 14th October, 1890.

Mails.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.PROPOSED SAILINGS FROM
HONGKONG, 1890.

(Subject to Alteration).

SUSSEX	FRIDAY	Oct. 31st.
BATAVIA	SATURDAY	Nov. 14th.
ABYSSINIA	THURSDAY	Dec. 4th.
PARTHA	THURSDAY	Dec. 25th.
BATAVIA	SUNDAY	Jan. 25th.
ABYSSINIA	THURSDAY	Feb. 19th.

THE Steamship

"SUSSEX"

Captain Holt, sailing at NOON, on FRIDAY,
the 31st October, will proceed to VANCOUVER,
via SHANGHAI, INLAND SEA, KOBE, and
YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$310.00

To Port Townsend, Seattle, Tacoma.....\$310.00

To Portland, Oregon.....\$320.00

To Winnipeg, Minneapolis, St. Paul.....\$350.00

To Chicago, Kansas City, Milwaukee.....\$375.00

To St. Louis, Detroit, Cincinnati.....\$390.00

To Hamilton, Kingston, London (Ont.).....\$400.00

Ottawa, Toronto, Montreal, New
York, Albany, Buffalo, Niagara
Falls, Baltimore, Philadelphia and
Washington.....\$490.00

To Quebec, Boston, Portland (Maine).....\$295.00

To Halifax, St. John's.....\$305.00

To Liverpool.....\$325.00

To London, via Liverpool.....\$330.00

To Paris and Bremen.....\$345.00

To Havre and Hamburg.....\$355.00

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials.

Return Tickets.—First and second class only.
—Prepaid return tickets to Pacific Coast Points,
and to Eastern and Interior Points of Canada
and U.S.A. will be granted, available for—
6 months at 25 per cent. off Return Fare.
50 per cent.

(Time is reckoned from the date of landing to
date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Points and to In-
terior and Eastern Points of Canada and U.S.A.
not holding prepaid return tickets but who re-
embark within 12 months from date of landing
at Vancouver will be allowed 10 per cent. off
the return fare.

Prepaid return tickets to European points will
be issued available for 12 months at double
fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to
Japan, Pacific Coast Points, and to Canadian
and United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of D. E. BROWN, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with
address marked in full by 5 P.M. on the day
previous to sailing.

For further information as to Passage or
Freight, apply to
ADAMSON, BELL & Co.,
Agents.

STEAM FOR
SINGAPORE, PEIANG, COLOMBO, ADEN,
ISMAILIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES, BRIN-
DISI, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERSIAN
GULF PORTS, MARSEILLES, TRIESTE, HAM-
BURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"ROHILLA," Captain F. Speck, with Her
Majesty's Mails, will be despatched from this
for LONDON direct, via SUEZ CANAL,
on THURSDAY, the 30th inst., at NOON.

Cargo will be received on board until 4 P.M.
Parcels and Specie (Gold) at the Office until
4 P.M. on the day before sailing.

For further particulars regarding FREIGHT
and PASSAGE apply to the PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.

Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

This Steamer takes Cargo and Passengers for
Marseilles.

E. L. WOODIN,
Superintendent.P. & O. S. N. Co.'s Office,
Hongkong, 20th October, 1890.

Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, AND
SINGAPORE.THE Steamship
"YORKSHIRE,"

Captain Arnold, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to the
undersigned for countersignature and to take
immediate delivery of their Goods from along-
side.

The steamer is berthed at Kowloon Piers and
Cargo impeding her discharge will be at once
landed and stored at Consignees' risk and
expense and no Fire Insurance will be effected.
All claims against the steamer must be pre-
sented to the Undersigned on or before the
28th inst., or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, 20th October, 1890.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF Cargo per Steamship
"CITY OF RIO DE JANEIRO"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to take
immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

CHAS. D. HARMAN,
Agent.

Hongkong, 18th October, 1890.

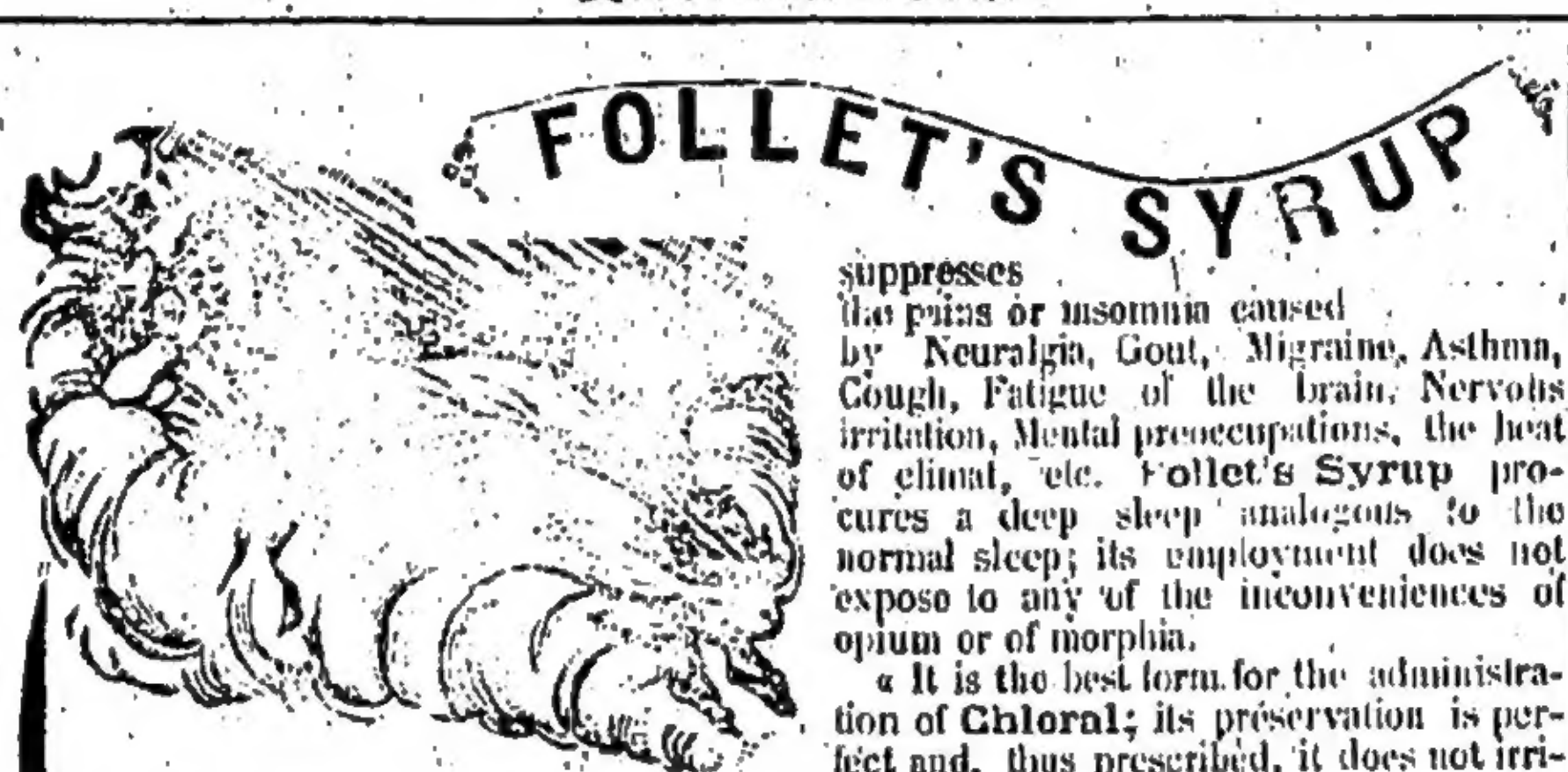
STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Menclaus	Liverpool	October 23rd	Butterfield & Swire.
Oceana	Hamburg	October 23rd	Siemssen & Co.
Mogul	Singapore	October 23rd	Adamson, Bell & Co.
Momouthshire	Singapore	October 24th	O. & O. S. N. Co.
Bermida	Singapore	October 28th	Carlowitz & Co.
Lombardy	Bombay	November 3rd	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Rohilla	P. & O. S. N. Co.	Oct. 30th, at noon.
London, via Suez Canal	Deucalion	Butterfield & Swire.	October 4th.
London	Opack	Arnhold, Karberg & Co.	About Oct. 28th.
Marseilles, via Saigon, &c.	Isoudaddy	Messageries Maritimes.	To-morrow, at noon.
Bremen and Ports of Call.	Neckar	Melchers & Co.	Oct. 26th, at 10 a.m.
New York, via Suez Canal	Thorndale	Adamson, Bell & Co.	About Oct. 26th.
San Francisco, via Ythama	Gaelic	O. & O. S. N. Co.	Nov. 1st, at 1 p.m.
San Francisco, via Ythama	City of Rio de Janeiro	Pacific Mail S. S. Co.	Oct. 25th, at 1 p.m.
Vancouver, B.C., via S. &c.	Sussex	Adamson, Bell & Co.	Oct. 31st, at noon.
Singapore, Penang, &c.	Thibet	P. & O. S. N. Co.	Oct. 24th, at noon.
Yokohama, via Nag., &c.	Bormida	Carlowitz & Co.	Nov. 7th, at noon.
Shanghai, Kobe, &c.	Polyhymnia	Siemssen & Co.	Oct. 27th, at noon.
Shanghai, via Nag., &c.	Verona	P. & O. S. N. Co.	Oct. 31st, daylight.
Shanghai, via Amoy	Clyde	P. & O. S. N. Co.	October 25th.
Coast Ports	Amoy	Siemssen & Co.	To-morrow, at 4 p.m.
	Momouthshire	Adamson, Bell & Co.	October 25th.
	Mogul	Adamson, Bell & Co.	October 24th.
	Menclaus	Butterfield & Swire.	October 24th, daylight.
	Namoa	Douglas Lapraik & Co.	

Intimations.



Follet's Syrup is sold in nearly all the pharmacies of all countries, and is prepared by the Firm of L. Follet, 19, rue Jacob, Paris, who obtained the highest recompense, gold medal, at the International Exhibition of Sydney, Australia, Paris, etc.

A. S. WATSON & Co., Ltd. Agents in Hongkong.

HONGKONG HIGH LEVEL TRAM-
WAYS COMPANY, Ltd.

WINTER TIME-TABLE.

WEEK-DAYS.

8 to 10 A.M. every quarter of an hour.

12 (noon) to 1 P.M. every quarter of an hour.

1 to 2 P.M. every half hour.

3 to 7, 7.30 P.M. every quarter of an hour.

SATURDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.

12 (noon) to 1 P.M. every quarter of an hour.

3 to 7.30 P.M. every quarter of an hour.

9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application
to the Superintendent.Single Tickets are sold in the Cars; Five-Cent
Coupons and Reduced Tickets at the Office.
MACKENZIE, FRICKEL & Co.,
General Managers.

Hongkong, 21st October, 1890.

Geo. Fenwick & Co.,
LIMITED,

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS
FOUNDERS, GOVERNMENT & GENERAL
CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890.

TOURISTS.

ARE cordially invited to call and inspect our
choice collection of Japanese and Chinese
FINE ART CURIOS, which is unequalled in
Japan.Every article guaranteed as represented. No
trouble to show goods. One price only.DEARIN BROS. & Co.,
15 Bund, Yokohama,
next door to
Farsang's Photographic Studio.

NOTICE.

JYE'S SANITARY COMPOUNDS

—COMPANY, LIMITED.

JYE'S WOOD PRESERVER OR

ANTISEPTIC PAINT.

THE Undersigned have this day been
appointed SOLE AGENTS for the sale
of these PERFECT DISINFECTANTS, and
are prepared to supply quantities to suit
purchasers, at Wholesale Prices, Extra Special
rates for Shipping and large Orders.SIR ROBERT RAWLINSON, C.B., C.E., Chief
Sanitary Engineer, Local Government Board,
London, says—

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 10th June, 1887.

NOTICE.

GRIFFITH'S PHOTOGRAPHIC ROOMS

1, Jess Hope Road are suitably lighted to
produce all styles of Portraits in any weather.
CABINETS from \$5 a dozen.

CARTES DE VISITE from \$3 a dozen.

LIFE SIZED BUSTS in Colour, or Black &
White.

IVORY MINIATURES, &c., &c.

NEW VIEWS OF HONGKONG and the
Coast. Prints are always ready.

Hongkong, 10th September, 1890.

A. S. WATSON & Co. (Limited),
Agents.

Hongkong, 10th December, 1889.

To be Let.

TO LET.

FIRST FLOOR of HOUSE, 15, Praya
Central.
—AND FLOOR of HOUSE, No. 64, Queen's
Road Central.
Apply to

LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, 22nd March, 1890. [1469]

TO BE LET.

FROM the 1st of November, a well-furnished
HOUSE at the Peak. Four good rooms,
bath room, pantry, &c. Rent \$35 a month.
Apply to

E. J. ACKROYD,
Supreme Court.
Hongkong, 16th October, 1890. [1448]

TO LET.

TWO GROUND ROOMS of HOUSE
No. 20, in Wyndham Street, with cook's
rooms &c., for \$15 per month from 1st of
November next, also the message No. 22, in
the same street for \$50.
Apply to

V. GUTIERREZ,
Hongkong, 16th October, 1890. [1447]

TO LET.

Possession from 1st November, 1890.

FIRST FLOOR No. 1, Blue Buildings.

Apply to

THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 20th September, 1890. [1362]

TO LET.

Immediate Possession.

TOP FLOOR of No. 17, Praya Central (above
Messrs. Douglas, Lapraik & Co.'s Office).

Apply to

THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 20th September, 1890. [1346]

TO LET.

With Immediate Possession.

GROUND FLOOR No. 2, Blue Buildings.

1st FLOOR No. 3, Blue Buildings.

Apply to

THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 1st July, 1890. [988]

TO LET.

NOS. 7, 9 & 11, SEYMOUR TERRACE.

No. 4, OLD BAILEY STREET.

OFFICES and CHAMBERS in Connaught
House, Queen's Road Central.

OFFICES in Victoria Buildings.

TUSCULUM, MAGAZINE GAP.

No. 3, GOUGH HILL, The Peak, Furnished.

Apply to

DAVID SASSOON, SONS & Co.
Hongkong, 10th October, 1890. [13]

TO BE LET.

THREE HOUSES at Wild Dell Buildings,
Wanchai Road.

A BUNGALOW and HOUSE on the Upper
Richmond Road.

No. 1, RICHMOND TERRACE, Six Dwell-
ing Rooms, English Kitchen, Fowl House, Con-
servatory, and well shaded Tennis Lawn.

Apply to

HENRY HUMPHREYS.

TO